RTIP ID# *(required)* ORA120320

TCWG Consideration Date March 27, 2012

Project Description

Proposed Improvements

The proposed SR-57/Lambert Road Interchange Improvement Project (the proposed project) would provide improvements to the SR-57/Lambert Road interchange to improve traffic operations. Currently SR-57 mainline is a ten-lane freeway (four mixed flow lanes and one high occupancy vehicle [HOV] lane in each direction); however, the SR-57 Northbound Widening Project is currently in progress and would widen northbound SR-57 in the vicinity south of Lambert Road to one HOV lane, five mixed-flow lanes, and one auxiliary lane and a two-lane off-ramp to Lambert Road. Currently, the northbound and southbound off-ramps widen to three lanes while the on-ramps are two lanes merging to one lane. Lambert Road is a six-lane arterial road, widening to allow for turn-lanes at the intersections to the SR-57 ramps, State College Boulevard, and Pointe Drive. There are currently two build alternatives that will be analyzed, Alternative 7A and Alternative 9, as defined in the approved Project Study Report (May 2007), as well as the No-Build Alternative.

Build Alternatives

Both build alternatives include a diamond configuration for the southbound SR-57 ramps/Lambert Road intersection. The common design features for both Alternatives 7A and 9 are as follows:

- The southbound SR-57 median shoulder would be widened to 10 feet through the left-hand curve north of Lambert Road to provide standard horizontal sight distance.
- The southbound SR-57 off-ramp would be reconfigured from a single lane to a two-lane off-ramp with an auxiliary lane on southbound SR-57. The ramp would be widened to provide a fourth lane as the ramp approaches Lambert Road.
- A third receiving lane would be added to the southbound on-ramp at the intersection with Lambert Road. The ramp would merge from three lanes to one lane as it approaches SR-57.
- Widen the south side of Lambert Road between State College Boulevard and the SR-57 southbound ramps/Lambert Road intersection in order to provide one right-turn lane and one through/right turn lane from eastbound Lambert Road to the SR-57 southbound on-ramp.
- Lambert Road would be widened from 1,000 feet west of State College Boulevard to Pointe Drive to accommodate the required turn lanes.
- The Lambert Road profile between State College Boulevard and Pointe Drive would be lowered to provide15-foot standard vertical clearance under the Lambert Road Undercrossing.

Although Transportation System Management measures alone could not satisfy the purpose and need of the project, the following Transportation System Management measures have been incorporated into the Build Alternatives for this project: maintain existing ramp metering system, coordinate intersection signals, and provide eight-foot sidewalks along Lambert Road.

Alternative 7A

Alternative 7A includes all common design features discussed above. Alternative 7A would also include the following design features in addition to the common design features (refer to Exhibit 1a, *Site Plan – Alternative 7A*):

- The northbound SR-57 ramps would be reconfigured to provide a loop on-ramp for eastbound Lambert Road travelers in the southeast quadrant of the interchange. This would eliminate the left-turn movement from eastbound Lambert Road to the northbound SR-57 on-ramp.
- The northbound SR-57 off-ramp would be relocated to allow for the new loop on-ramp.

- The current northbound SR-57 on-ramp would remain to provide northbound SR-57 access for westbound Lambert Road travelers. This ramp would be widened to provide for standard inside and outside shoulders.
- Additional right-of-way would be acquired within the southeast quadrant of the SR-57/Lambert Road interchange to allow for the construction the northbound SR-57 loop on-ramp and the relocation of the northbound SR-57 off-ramp.
- 101,670 square feet of ROW would be acquired under this alternative.

Alternative 9

Alternative 9 would provide a diamond configuration which includes all common design features discussed above. Alternative 9 would also include the following design features in addition to the common design features (refer to Exhibit 1b, *Site Plan – Alternative 9*):

- Widen northbound SR-57 on-ramp from two lanes to three lanes.
- Continue to allow left-turn movements from eastbound Lambert Road to the northbound SR-57 on-ramp.
- 25,060 square feet of ROW would be acquired under this alternative.

No Build Alternative

The No Build Alternative assumes that no improvements are made to the SR-57/Lambert Road interchange. The No Build Alternative would maintain the existing conditions. The adjacent SR-57 Northbound Widening Project would provide an auxiliary lane on SR-57 that would allow for a two-lane off-ramp from northbound SR-57 to Lambert Road. The northbound and southbound off-ramps widen to three lanes while the on-ramps are two lanes merging to one lane. Lambert Road is a six-lane arterial road, widening to allow for turn-lanes at the intersections to the SR-57 ramps, State College Boulevard, and Pointe Drive. The Lambert Road profile would remain below the standard 15 feet. Existing ramp metering would remain in place at the SR-57 on-ramps. Eight-foot sidewalks would remain in place. Lambert Road is not designated as a bicycle route; therefore, a lack of a separated bicycle lane would remain.

Type of Project *(use Table 1 on instruction sheet)*
Reconfigure existing interchange.

County	**Narrative Location/Route & Postmiles**
Orange County	The proposed project is located at the existing SR-57/Lambert Road interchange from KP 32.3 to 35.1 (PM 20.1 to 21.8), within the City of Brea, Orange County, State of California. **Caltrans Projects – EA#** 0CK110K

Lead Agency: California Department of Transportation, District 12

Contact Person	**Phone#**	**Fax#**	**Email**
Arman Behtash	(949) 724-2029	(949) 756-7633	arman_behtash@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action: 2013

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 – Categorical Exemption**		**Section 6005 – Non-Categorical Exemption**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	10/2011	5/2013	3/2015	1/2016
End	4/2013	3/2015	8/2015	7/2017

Project Purpose and Need (Summary):

The project's roadway improvements are proposed with the objective of providing a set of feasible design alternatives to relieve congestion, improve accessibility and reduce peak period delay through the SR-57/Lambert Road interchange.

Need

The proposed project is needed because the interchange is presently characterized by poor operational performance during both the AM and PM peak periods. Without the proposed Project, the performance of the interchange would continue to deteriorate with the forecasted 20 percent increase in traffic by the year 2040.

The poor operational performance of the SR-57/Lambert Road interchange can be attributed to a combination of high traffic volumes on the SR-57 mainline and surrounding arterials, conflicting traffic turn-movements, and constrained roadway geometrics due to the close proximity of major intersections to the SR-57/Lambert Road interchange. The following traffic movements within the immediate surrounding area of the SR-57/Lambert Road interchange reflect the deficiencies of the interchange and its interaction with the surrounding road system:

- Southbound SR-57 off-ramp to eastbound Lambert Road (AM peak period) experiences intersection blocking and ramp queuing onto the freeway mainline as a result of off-ramp volumes at capacity and high intersection capacity utilization due to conflicting high volume southbound SR-57 left-turn movements onto eastbound Lambert Road and westbound Lambert Road through traffic movements.
- Northbound and southbound SR-57 off-ramps to westbound Lambert Road continuing to southbound State College Boulevard (AM peak period) experiences intersection queuing and blocking caused by high left-turn volumes at the northbound SR-57 off-ramp/Lambert Road intersection and the Lambert Road/State College Boulevard intersection and a heavy weave movement on Lambert Road in the short segment between the SR-57 southbound off-ramp and the westbound Lambert Road left-turn lanes at State College Boulevard.
- Northbound State College Boulevard to eastbound Lambert Road to southbound and northbound SR-57 on-ramps (PM peak period) experiences intersection queuing and blocking caused by high right-turn movement volumes at the State College Boulevard/Lambert Road and the Lambert Road/southbound SR-57 on-ramp intersections, and a heavy weave movement on Lambert Road left-turn lanes at the northbound SR-57 entrance.

Purpose

The purpose of the proposed project is to provide additional capacity and improve the overall operational performance of the interchange. Without any improvements to the interchange, the anticipated future peak-hour volumes would result in longer queues that may extend further onto the freeway causing excessive delays and a safety hazard. The purpose of the proposed Project is to reduce the current congestion and better accommodate anticipated traffic increases, thereby minimizing delays and potential safety hazards.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The proposed project is located within the City of Brea and is immediately surrounded by residential, commercial, and institutional uses. Diesel truck traffic makes up four to five percent of the total traffic volumes within the project limits. The proposed project would improve the performance of the SR-57/Lambert Road interchange and reduce vehicle queuing and idling, thereby reducing emissions, including those from diesel traffic.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The project would provide improvements to the SR-57/Lambert Road interchange to improve traffic operations to avoid longer queues extending further onto the freeway causing excessive delays and a significant safety hazard. Project construction would commence in 2016 and would be completed in 2017. Table 1 (Opening Year [2017] Traffic Volumes), depicts the

opening year traffic volumes along each segment within the project limits. As shown in Table 1, opening year average daily traffic (ADT) volumes range from 251,147 to 260,294, which include truck volumes that range from 10,222 to 12,142 ADT. Although truck volumes exceed 10,000 ADT, this represents less than five percent of the total vehicles on SR-57. Additionally, the proposed project would result in an increase in truck volumes of less than one percent.

Table 1
Opening Year (2017) Traffic Volumes

Location	2017 No Build			2017 Build			# Trucks Percent Change
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks	
SR-57 Mainline							
North of Imperial Highway	257,814	4.07	10,493	260,294	4.07	10,594	0.96
North of Lambert Road	251,147	4.07	10,222	251,581	4.07	10,239	0.17
North of Tonner Canyon	250,859	4.84	12,142	250,859	4.84	12,142	0.00
ADT = Average Daily Traffic; SR-57 = State Route 57							
Source: Stantec, SR-*57/Lambert Road Interchange Improvement Project Traffic Data*, February 2012.							

The Caltrans performance standard for Freeway Mix-Flow (General Purpose) Lanes is a vehicle to capacity ratio (V/C) of less than or equal to 1.00. Table 2 (Opening Year Conditions Level of Service) summarizes the existing V/C and corresponding Level of Service (LOS) within the project area. As shown in Table 2, LOS would generally improve on the SR-57 ramps (i.e., delay would be reduced).

Table 2
Opening Year Level of Service

Location	2017 No Build		2017 Build	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
ICU Analysis	**V/C – LOS**	**V/C - LOS**	**V/C - LOS**	**V/C - LOS**
Brea Boulevard and Central Avenue/State College Drive	0.70 – C	0.64 – B	0.70 – C	0.70 – C
Brea Boulevard and Lambert Road	0.74 – C	0.69 – C	0.73 – C	0.73 – C
State College Drive and Lambert Road	0.66 – B	0.71 – C	0.68 – B	0.68 – B
Pointe Drive and Lambert Road	0.62 – B	0.62 – B	0.63 – B	0.63 – B
Associated Road and Lambert Road	0.72 – C	0.53 – A	0.72 – C	0.72 – C
Kraemer Boulevard and Lambert Road	0.43 – A	0.69 – C	0.44 – A	0.44 – A
Brea Boulevard and Imperial Highway	0.75 – C	0.75 – C	0.75 – C	0.75 – C
State College Drive and Imperial Highway	0.66 – B	0.80 – D	0.66 – B	0.66 – B
Associated Road and Imperial Highway	0.63 – B	0.73 – D	0.63 – B	0.63 – B
Placentia Avenue and Imperial Highway	0.54 – A	0.61 – C	0.53 – A	0.53 – A
HCM Analysis	**Delay – LOS**	**Delay – LOS**	**Delay – LOS**	**Delay – LOS**
SR-57 SB Ramps and Lambert Road	25.37 – C	17.56 – B	28.71 – D	21.77 – C
SR-57 NB Ramps and Lambert Road	32.87 – C	15.65 – B	27.38 – D	14.66 – C
SR-57 SB Ramps and Imperial Highway	29.62 – C	29.30 –D	28.72 – D	29.18 – D
SR-57 NB Ramps and Imperial Highway	32.10 – C	26.80 – D	30.34 – E	26.37 – D
Brea Boulevard and Tonner Canyon Road	28.04 – C	517.59 – F	32.69 – E	524.63 – F
Brea Boulevard and SR-57 SB On-Ramp	10.16 – B	14.68 – B	10.41 – B	14.28 – B
SR-57 NB Off-Ramp and Tonner Canyon Road	9.30 – A	13.43 – B	9.30 – A	13.43 – B
V/C = vehicle to capacity ratio; LOS = Level of Service; SR-57 = State Route 57				
Source: Stantec, SR-*57/Lambert Road Interchange Improvement Project Traffic Data*, February 2012.				

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Table 3 (Horizon Year 2040 Traffic Volumes) compares the Horizon Year "2040 No Build" and "2040 Build" traffic volumes along each freeway segment. As shown in Table 3, traffic volumes within the project limits exceed 125,000 vehicles daily. However, the percentage of trucks along this corridor is four to less than five percent, which is below the national average of eight percent[1]. Based on the Caltrans document entitled *California Statewide PM Hot Spot Procedures* (dated October 19, 2007), a "significant increase" of diesel vehicles (trucks) is 5 percent when comparing Build with No Build alternatives. As depicted in Table 3, the greatest increase in truck volumes would be 2.62 percent. The average increase among all segments within the project limits would be 1.03 percent. The proposed interchange improvements would not affect truck travel in the project area. As a result, the proposed project would not result in a significant increase of diesel vehicles. The increase in truck volumes between No Build and Build conditions can be attributed to the increase in overall traffic volumes. As total ADTs increase, the volume of trucks would increase proportionally.

Table 3
Horizon Year 2040 Traffic Volumes

Location	2040 No Build			2040 Build			# Trucks Percent Change
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks	
SR-57 Mainline							
North of Imperial Highway	305,700	4.07	12,442	313,700	4.07	12,768	2.62
North of Lambert Road	302,000	4.07	12,291	303,400	4.07	12,348	0.46
North of Tonner Canyon	302,630	4.84	14,647	302,630	4.84	14,647	0.00
ADT = Average Daily Traffic; SR-57 = State Route 57							
Source: Stantec, SR-*57/Lambert Road Interchange Improvement Project Traffic Data*, February 2012.							

Additionally, Table 4 (Horizon Year Level of Service) summarizes the existing and forecast future year 2040 peak hour volume to capacity analysis for the project limits on SR-57.

Table 4
Horizon Year Level of Service

Location	2040 No Build		2040 Build	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
ICU Analysis	**V/C – LOS**	**V/C - LOS**	**V/C - LOS**	**V/C - LOS**
Brea Boulevard and Central Avenue/State College Drive	0.73 – C	0.74 – C	0.76 – C	0.73 – C
Brea Boulevard and Lambert Road	0.85 – D	0.79 – C	0.83 – D	0.77 – C
State College Drive and Lambert Road	0.72 – C	0.78 – C	0.79 – C	0.85 – D
Pointe Drive and Lambert Road	0.64 – B	0.67 – B	0.69 – B	0.75 – C
Associated Road and Lambert Road	0.75 – C	0.54 – A	0.78 – C	0.62 – B
Kraemer Boulevard and Lambert Road	0.55 – A	0.85 – D	0.57 – A	0.87 – D
Brea Boulevard and Imperial Highway	0.83 – D	0.79 – C	0.84 – D	0.79 – C
State College Drive and Imperial Highway	0.77 – C	0.87 – D	0.76 – C	0.88 – D
Associated Road and Imperial Highway	0.73 – C	0.97 – E	0.72 – C	0.92 – E
Placentia Avenue and Imperial Highway	0.73 – C	0.76 – C	0.70 – B	0.73 – C
HCM Analysis	**Delay – LOS**	**Delay – LOS**	**Delay – LOS**	**Delay – LOS**
SR-57 SB Ramps and Lambert Road	33.30 – C	20.80 – C	44.10 – D	34.40 – C
SR-57 NB Ramps and Lambert Road	35.70 – D	21.10 – C	18.00 – B	17.90 – B
SR-57 SB Ramps and Imperial Highway	31.00 – C	36.20 – D	28.10 – C	35.80 – D
SR-57 NB Ramps and Imperial Highway	39.90 – D	27.70 – C	34.20 – C	26.30 – C
Brea Boulevard and Tonner Canyon Road	24.80 – C	707.20 – F	39.80 – E	729.90 – F
Brea Boulevard and SR-57 SB On-Ramp	10.30 – B	16.20 – C	11.10 – B	14.90 – B
SR-57 NB Off-Ramp and Tonner Canyon Road	9.30 – A	13.50 – B	9.30 – A	13.50 – B
V/C = vehicle to capacity ratio; LOS = Level of Service; SR-57 = State Route 57				
Source: Stantec, SR-*57/Lambert Road Interchange Improvement Project Traffic Data*, February 2012.				

[1] Federal Highway Administration, *Highway Statistics 2004*, March 2006.

Table 5 (Ramp and Volume Capacity Summary) summarizes the capacity and peak hour volumes for the project ramps during 2040 Build and No-Build conditions. As depicted in Table 5, the two Build Alternatives provide improvements in comparison to the No-Build conditions. All ramps show a V/C less than or equal to 1.0, with the two Build Alternatives showing better overall V/C ratios than No Build Conditions.

Table 5
Ramp and Volume Capacity Summary

Location	Capacity	AM Peak Hour	V/C Ratio	PM Peak Hour	V/C Ratio
NORTHBOUND					
No-Build					
Imperial NB On-Ramp	1,500	740	0.49	710	0.47
Imperial NB Loop On-Ramp	1,500	780	0.52	500	0.33
Imperial NB Off-Ramp	1,500	1,500	1.00	1,060	0.71
Lambert NB On-Ramp	1,800	520	0.29	850	0.47
Lambert NB Off-Ramp	1,500	1,350	0.90	1,210	0.81
Tonner Canyon NB Off-Ramp	1,500	30	0.02	520	0.35
Alternative 7a					
Lambert NB On-Ramp	1,800	520	0.29	850	0.47
Lambert NB Loop On-Ramp	1,800	430	0.24	520	0.29
Lambert NB Off-Ramp	2,250	1,350	0.60	1,210	0.54
Alternative 9					
Lambert NB On-Ramp	1,800	950	0.53	1,370	0.76
Lambert NB Off-Ramp	2,250	1,350	0.60	1,210	0.54
SOUTHBOUND					
Imperial SB On-Ramp	1,500	680	0.45	1,170	0.78
Imperial SB Loop On-Ramp	1,500	310	0.21	560	0.37
Imperial SB Off-Ramp	2,250	1,130	0.50	1,440	0.64
Lambert SB On-Ramp	1,800	1,200	0.67	1,360	0.76
Lambert SB Off-Ramp	2,250	2,100	0.93	1,310	0.58
Tonner Canyon SB Off-Ramp	1,500	430	0.29	60	0.04
Alternative 7a					
Lambert SB On-Ramp	1,800	1,200	0.67	1,360	0.76
Lambert SB Off-Ramp	2,250	2,100	0.93	1,310	0.58
Alternative 9					
Lambert SB On-Ramp	1,800	1,200	0.67	1,360	0.76
Lambert SB Off-Ramp	2,250	2,100	0.93	1,310	0.58

Source: Stantec, SR-57/*Lambert Road Interchange Improvement Project Traffic Data*, February 2012.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 6 (Opening Year 2017 Traffic Volumes) compares the Opening Year traffic volumes along Lambert Road during the No Build and Build scenarios. As depicted in Table 6, truck volumes would range between 1,223 and 3,515 ADT in the opening year. As a result, Lambert Road does not include in a significant amount of diesel vehicles.

Table 6
Opening Year 2017 Traffic Volumes – Lambert Road

Location	2017 No Build			2017 Build		
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks
Lambert Road						
West of SR-57	53,620	6.30	3,378	55,790	6.30	3,515
East of SR-57	34,930	3.50	1,223	36,480	3.50	1,277
ADT = Average Daily Traffic; SR-57 = State Route 57						
Source: Stantec, SR-*57/Lambert Road Interchange Improvement Project Traffic Data*, February 2012.						

RTP Horizon Year / Design Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 7 (Horizon Year 2040 Traffic Volumes) compares the Horizon Year traffic volumes along Lambert Road during the No Build and Build scenarios. As depicted in Table 7, truck volumes would be less than 4,000 ADT in the Horizon Year. As a result, Lambert Road does not include in a significant amount of diesel vehicles.

Table 7
Horizon Year 2040 Traffic Volumes – Lambert Road

Location	2040 No Build			2040 Build		
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks
Lambert Road						
West of SR-57	55,000	6.30	3,465	62,000	6.30	3,906
East of SR-57	37,000	3.50	1,295	42,000	3.50	1,470
ADT = Average Daily Traffic; SR-57 = State Route 57						
Source: Stantec, SR-*57/Lambert Road Interchange Improvement Project Traffic Data*, February 2012.						

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The proposed project would provide additional capacity and improve the overall operational performance of the SR-57/Lambert Road interchange. The improvements to the interchange are designed to accommodate future peak-hour volumes to avoid queues from extending further onto the freeway causing excessive delays and a significant safety hazard. The proposed project would mitigate the current congestion and better accommodate future traffic increases, thereby minimizing delays and potential safety hazards. The proposed project would not divert to other routes, and the travel demand volume is not predicted to vary significantly between the build and no-build conditions. Thus, local traffic would not be significantly redistributed.

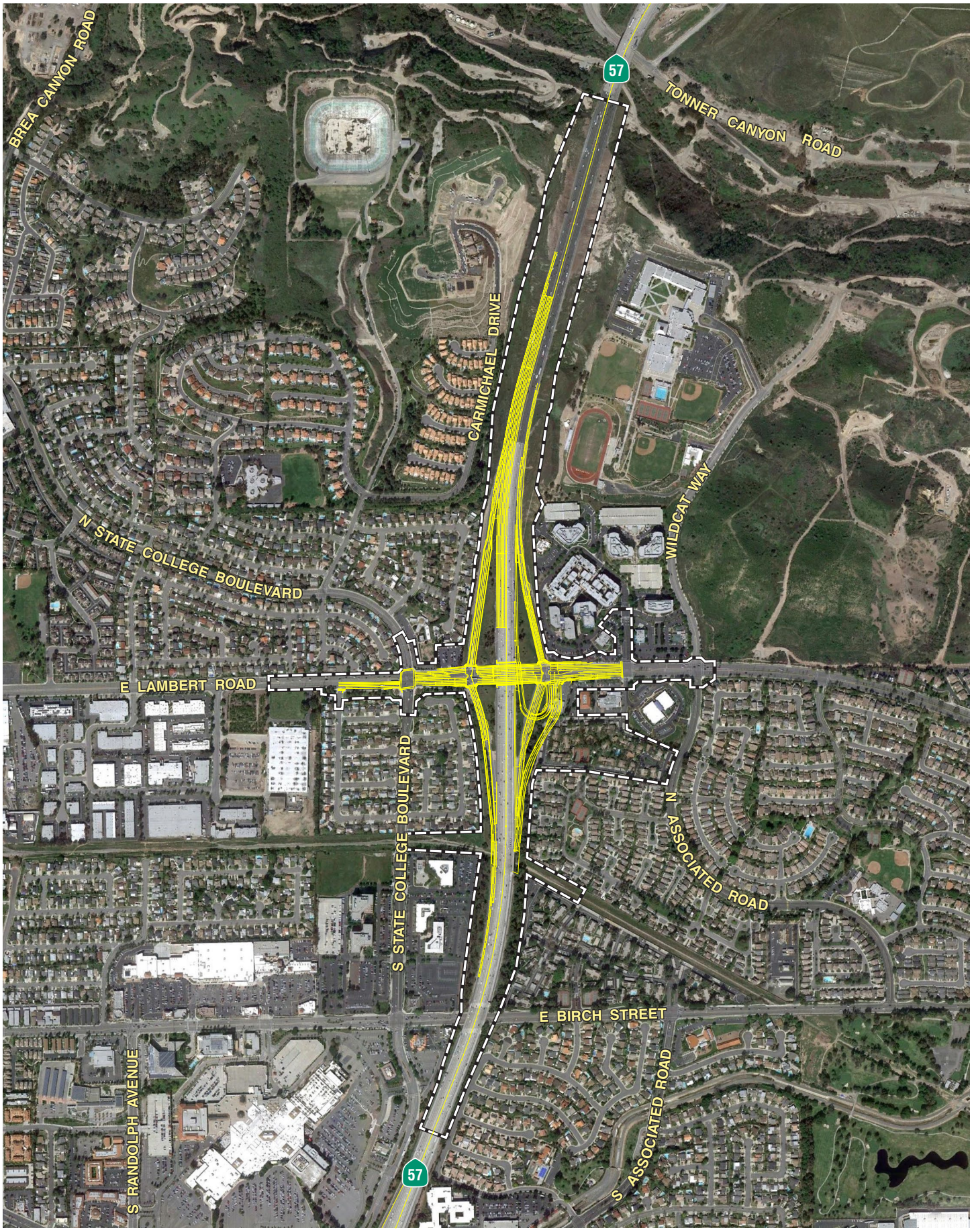
Comments/Explanation/Details *(attach additional sheets as necessary)*

The proposed project would not conflict with an applicable plan, policy, or regulation of an agency with jurisdiction over the project. The proposed project is also consistent with Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) (RTP/FTIP ID ORA120320) and is intended to meet the traffic needs in the area based on local land use plans.

Per the criteria under 40 CFR 93.123(b)(1), the proposed project does not qualify as project of local air quality concern (POAQC). The proposed project is not a new or expanded highway project that would have a significant number or increase in the number of diesel vehicles. Although traffic volumes along the SR-57 mainline exceed 125,000 vehicles daily, the percentage of trucks along this corridor is less than five percent, which is below the national average of eight percent. During the Horizon Year (2040) Build conditions, diesel truck volumes would not increase significantly (less than five percent); refer to Table 3, above. A "significant increase" of diesel vehicles (trucks) is considered to be five percent when comparing Build with No Build alternatives. The maximum increase in diesel vehicles within the project limits would be 2.62 percent, with other segments increasing less than one percent. As a result, the proposed project would not result in a significant increase of diesel vehicles.

As depicted in Table 1 and Table 3, the percentage of diesel vehicles within the project corridor is relatively low and would not create potential PM hot spots. The project would not adversely affect intersections level of service (see Tables 2 and 4). The project would generally improve delay times along the SR-57 ramps. The purpose of the project is to reduce congestion, minimize delays, and avoid potential safety hazards. Additionally, the project does not include any new or expanded bus or rail terminal or transfer points.

Based on the information provided above, the proposed project would not introduce significant amounts of diesel truck traffic, would not generate additional diesel truck traffic above levels anticipated without implementation of the project, and is in compliance with the RTP/FTIP. Therefore, the project meets the Clean Air Act requirements and is not a project of air quality concern under 40 CFR 93.123(b)(1).



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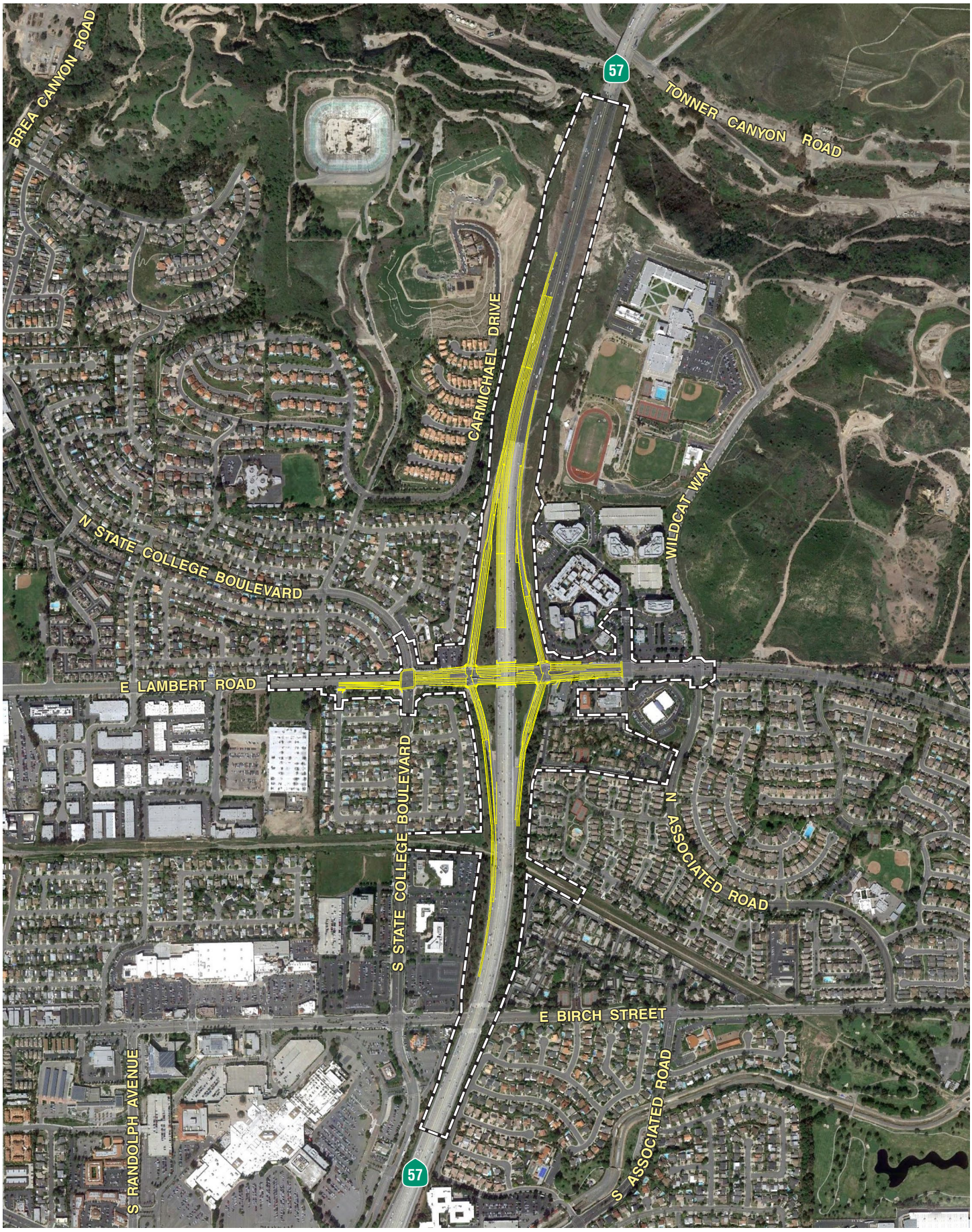
APPROXIMATE

SR-57/LAMBERT ROAD INTERCHANGE IMPROVEMENT PROJECT
TRANSPORTATION WORKING GROUP SUBMITTAL

Site Plan • Alternative 7A

2/24/12 JN 10-107792-18224 MAS

Exhibit 1A



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APPROXIMATE

SR-57/LAMBERT ROAD INTERCHANGE IMPROVEMENT PROJECT
TRANSPORTATION WORKING GROUP SUBMITTAL

Site Plan • Alternative 9

2/24/12 JN 10-107792-18224 MAS

Exhibit 1B